

# FACT SHEET



## SafeOCS Confidential Reporting System

In August 2013, the U.S. Department of the Interior's Bureau of Safety and Environmental Enforcement (BSEE) and the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) signed an Interagency Agreement (IAA) to develop and implement SafeOCS, as a voluntary program for confidential reporting of 'near misses' occurring on the Outer Continental Shelf (OCS). Subsequently, SafeOCS was expanded to develop an industry-wide data repository for equipment failure data as referenced in recently issued BSEE regulations at 30 CFR 250.730 and 30 CFR 250.803. SafeOCS is managed independently by BTS and uses industry personnel and consultants as subject matter experts.

- Many near-misses do not reach the reportable level so they are not reported. By sharing near-miss data, the industry can proactively identify safety issues and prevent incidents from occurring.
- BTS has worked closely with industry groups such as IADC to develop reporting forms and to identify key data that should be collected.
- Near-miss reporting by the industry was a key recommendation arising out of the *Deepwater Horizon* incident.
- The SafeOCS program was modeled after near-miss programs used in the aviation industry.
- The SafeOCS program provides a vehicle that allows the industry to avoid the legal and commercial obstacles that prevent sharing of safety data.
- Reports that contain aggregated information are released to the industry, regulators, and interested parties and helps to identify potential safety issues and trends.

This safety program collects and analyzes reports of equipment failure and near-miss events on the OCS. Currently, SafeOCS has two components:

- Mandatory reporting of equipment failure data, as required by 30 CFR 250.730 and 30 CFR 250.803.
- Voluntary reporting of near-miss incidents occurring on the OCS.

-- BSEE --

Prepared July 2017